

# Memorandum

To: CHAIR and COMMISSIONERS

Date: September 9-10, 2009

From:  BIMLA G. RHINEHART  
Executive Director

Reference No. 4.3  
Information

Ref: Draft 2010 STIP Fund Estimate (FE)

## SUMMARY

The Department submitted the draft STIP Fund Estimate (FE) to the Commission on August 12, 2009.

To provide an opportunity for review and comments, staff recommended and the Commission decided to delay the discussion of the Fund Estimate until the September 9-10, 2009 meeting. Commission staff held a statewide conference call to get comments and respond to questions from the regions.

The attachments show that there is no new programming capacity in either the Public Transportation Account (PTA) or in the flexible fund sources (made up of the Transportation Investment Fund and the Transportation Facilities Account). Therefore, programming targets for the PTA and for the flexible funds are not needed for the 2010 STIP cycle.

The FE only contains targets for the new statewide Transportation Enhancement (TE) capacity. Draft TE targets for the 2010 STIP are displayed in Table 2.

State law provides that up to 5% of a county share may be expended for planning, programming, and monitoring (PPM). This limitation is applied separately to each four-year county share period. Table 3 identifies the STIP shares for 2012-13 through 2014-15. These are the amounts against which the 5% PPM Limitation is applied.

No specific Commission action is required as this is an information item, however, staff recommends that the Commission consider any comments received at the September 2009 meeting, and direct staff to work with the Department to present the 2010 STIP FE for adoption at the October 14-15, 2009 meeting.

## BACKGROUND

Government Code section 14525(a) requires the Commission to adopt the STIP Fund Estimate by August 15 of each odd-numbered year.

Due to circumstances that could have a significant impact on funding available to the STIP, the Commission exercised the option, as provided under the law, to delay the adoption of the Fund Estimate beyond the statutory deadline. The adopted schedule for the 2010 STIP includes presentation of the Final 2010 STIP Fund Estimate at the October 14-15, 2009 meeting.

Attachments

## **Draft 2010 STIP Fund Estimate County and Interregional Share Estimates**

The STIP consists of two broad programs, the regional program funded from 75 percent of new STIP funding and the interregional program funded from 25 percent of new STIP funding. The 75 percent regional program is further subdivided by formula into County Shares. County Shares are available solely for projects nominated by regions in their Regional Transportation Improvement Programs (RTIP).

The Draft 2010 STIP Fund Estimate indicates that there is no new programming capacity in either the Public Transportation Account (PTA) or in the flexible fund sources (made up of the Transportation Investment Fund [TIF] and the Transportation Facilities Account [TFA]). Unlike recent Fund Estimates, the Draft 2010 STIP Fund Estimate only contains STIP targets for the new statewide Transportation Enhancement (TE) capacity (\$193 million through 2014-15). The following tables display *draft* STIP TE targets for the 2010 STIP.

There is a small amount of negative program capacity in both the PTA (-\$19 million) and the flexible funds (-\$89 million). These amounts make up less than 3% of the total six-year program capacity for those funds, therefore, programming targets for the PTA and for the flexible funds are not needed for the 2010 STIP cycle.

It is important to note that the flexible funds and, to a lesser extent, the PTA, are significantly over-programmed (or more accurately under-funded) in the early portion of the 2010 STIP period. This means that many of the projects currently programmed in the STIP will likely be delayed (reprogrammed into a later year) in the 2010 STIP.

### **Table 1. Reconciliation to County and Interregional Shares**

This table lists the net changes to program capacity from the 2010 STIP FE to the capacity used in the County and Interregional Shares. This table is currently based on the all Commission actions through June 30, 2009. The program capacity used in the adopted Fund Estimate will be updated to include all Commission's actions through the September 2009 Commission meeting.

### **Table 2. Transportation Enhancement (TE) Targets**

This table displays the *draft* 2010 STIP targets of the new statewide TE capacity through 2014-15. As shown in Table 1, most new TE capacity is in the two new years of the Fund Estimate: 2013-14 and 2014-15. Therefore, nearly all new TE programming added in the 2010 STIP will be in 2013-14 and 2014-15.

Table 3. Planning, Programming, and Monitoring (PPM) Limitations

- State law and the STIP guidelines provide that up to 5% of a county share may be expended for planning, programming, and monitoring (PPM). This limitation is applied separately to each four-year county share period. The table identifies the county and interregional shares for 2012-13 through 2014-15 (the first three years of the 2012-13 through 2015-16 share period) based upon the 2008 Fund Estimate and the *draft* 2010 Fund Estimate. These are the amounts against which the 5% PPM Limitation is applied. The PPM Limitations are limits to the amounts that can be programmed in any region and are not in addition to amounts already programmed.



# DRAFT 2010 STIP FUND ESTIMATE

## Table 1 - Reconciliation to County and Interregional Shares

(\$ millions)

	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	5-Year Total	6-Year Total
<b>Public Transportation Account (PTA)</b>								
2010 FE PTA Target Capacity	\$5	\$205	\$335	\$345	\$0	\$0	\$885	\$890
<b>Total 2010 STIP FE PTA Target Capacity</b>	<b>\$5</b>	<b>\$205</b>	<b>\$335</b>	<b>\$345</b>	<b>\$0</b>	<b>\$0</b>	<b>\$885</b>	<b>\$890</b>
<b>2008 STIP Program <sup>1</sup></b>	<b>\$75</b>	<b>\$319</b>	<b>\$243</b>	<b>\$251</b>	<b>\$0</b>	<b>\$0</b>	<b>\$813</b>	<b>\$887</b>
Extensions	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Delivered But Not Allocated	\$22	\$0	\$0	\$0	\$0	\$0	\$0	\$22
Advances	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Net PTA STIP Program</b>	<b>\$96</b>	<b>\$319</b>	<b>\$243</b>	<b>\$251</b>	<b>\$0</b>	<b>\$0</b>	<b>\$813</b>	<b>\$909</b>
<b>PTA Capacity for County Shares</b>	<b>(\$91)</b>	<b>(\$114)</b>	<b>\$92</b>	<b>\$94</b>	<b>\$0</b>	<b>\$0</b>	<b>\$72</b>	<b>(\$19)</b>
<b>Cumulative</b>	<b>(\$91)</b>	<b>(\$205)</b>	<b>(\$113)</b>	<b>(\$19)</b>	<b>(\$19)</b>	<b>(\$19)</b>		
<b>Flexible Funds (TIF, TFA)</b>								
2010 FE Non-PTA, Non-TE Target Capacity	\$1,036	\$508	\$508	\$508	\$533	\$533	\$2,590	\$3,625
2010 FE Non-PTA GARVEE Debt Service	(\$73)	(\$73)	(\$73)	(\$73)	(\$73)	(\$73)	(\$365)	(\$437)
TE State Match (Estimated program totals)	(\$9)	(\$9)	(\$9)	(\$9)	(\$9)	(\$9)	(\$45)	(\$54)
<b>Total 2010 STIP FE Flexible Funds Capacity <sup>2</sup></b>	<b>\$954</b>	<b>\$426</b>	<b>\$426</b>	<b>\$426</b>	<b>\$451</b>	<b>\$451</b>	<b>\$2,180</b>	<b>\$3,134</b>
<b>2008 STIP Program <sup>1</sup></b>	<b>\$848</b>	<b>\$714</b>	<b>\$654</b>	<b>\$707</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,076</b>	<b>\$2,923</b>
Extensions	\$112	\$1	\$0	\$0	\$0	\$0	\$1	\$113
Delivered But Not Allocated	\$186	\$0	\$0	\$0	\$0	\$0	\$0	\$186
Advances	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Net Flexible Funds STIP Program</b>	<b>\$1,146</b>	<b>\$715</b>	<b>\$654</b>	<b>\$707</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,077</b>	<b>\$3,222</b>
<b>Flexible Funds Capacity for County Shares</b>	<b>(\$192)</b>	<b>(\$289)</b>	<b>(\$228)</b>	<b>(\$281)</b>	<b>\$451</b>	<b>\$451</b>	<b>\$103</b>	<b>(\$89)</b>
<b>Cumulative</b>	<b>(\$192)</b>	<b>(\$481)</b>	<b>(\$709)</b>	<b>(\$991)</b>	<b>(\$540)</b>	<b>(\$89)</b>		
<b>Transportation Enhancements (TE)</b>								
2010 STIP FE TE Capacity (Federal)	\$74	\$74	\$74	\$74	\$74	\$74	\$371	\$445
TE State Match (Estimated program totals)	\$9	\$9	\$9	\$9	\$9	\$9	\$45	\$54
<b>Total 2010 STIP FE TE Capacity</b>	<b>\$83</b>	<b>\$83</b>	<b>\$83</b>	<b>\$83</b>	<b>\$83</b>	<b>\$83</b>	<b>\$416</b>	<b>\$499</b>
<b>2008 STIP Program <sup>1</sup></b>	<b>\$82</b>	<b>\$81</b>	<b>\$74</b>	<b>\$64</b>	<b>\$0</b>	<b>\$0</b>	<b>\$219</b>	<b>\$301</b>
Extensions	\$2	\$2	\$0	\$0	\$0	\$0	\$2	\$5
Advances	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Net TE</b>	<b>\$84</b>	<b>\$83</b>	<b>\$74</b>	<b>\$64</b>	<b>\$0</b>	<b>\$0</b>	<b>\$221</b>	<b>\$305</b>
<b>TE Capacity for County Shares</b>	<b>(\$1)</b>	<b>(\$0)</b>	<b>\$9</b>	<b>\$19</b>	<b>\$83</b>	<b>\$83</b>	<b>\$194</b>	<b>\$193</b>
<b>Cumulative</b>	<b>(\$1)</b>	<b>(\$1)</b>	<b>\$8</b>	<b>\$27</b>	<b>\$110</b>	<b>\$193</b>		
<b>Total Capacity</b>	<b>(\$284)</b>	<b>(\$403)</b>	<b>(\$127)</b>	<b>(\$168)</b>	<b>\$534</b>	<b>\$534</b>	<b>\$370</b>	<b>\$86</b>

### Notes:

General note: Numbers may not add due to rounding.

<sup>1</sup> 2008 STIP from August 2009 "Orange Book"

<sup>2</sup> Includes TFA capacity of \$528 million in 2009-10.

**DRAFT 2010 STIP FUND ESTIMATE**  
**Table 2 - Transportation Enhancement (TE) Target**  
(\$1,000's)

2010 STIP TE Targets	
County	TE Target
Alameda	5,259
Alpine/Amador/Calaveras	890
Butte	1,004
Colusa	265
Contra Costa	3,408
Del Norte	256
El Dorado LTC	644
Fresno	3,634
Glenn	281
Humboldt	1,019
Imperial	1,730
Inyo	1,388
Kern	4,794
Kings	716
Lake	435
Lassen	647
Los Angeles	32,175
Madera	647
Marin	996
Mariposa	262
Mendocino	960
Merced	1,160
Modoc	342
Mono	1,030
Monterey	1,867
Napa	616
Nevada	537
Orange	9,723
Placer TPA	1,023
Plumas	391
Riverside	6,889
Sacramento	4,518
San Benito	337
San Bernardino	9,032
San Diego	10,653
San Francisco	2,687
San Joaquin	2,366
San Luis Obispo	1,911
San Mateo	2,801
Santa Barbara	2,176
Santa Clara	6,161
Santa Cruz	1,086
Shasta	1,102
Sierra	184
Siskiyou	763
Solano	1,611
Sonoma	1,992
Stanislaus	1,835
Sutter	414
Tahoe RPA	267
Tehama	554
Trinity	395
Tulare	2,248
Tuolumne	449
Ventura	3,192
Yolo	865
Yuba	317
Statewide Regional	144,904
Interregional	48,302
<b>TOTAL</b>	<b>193,206</b>

# DRAFT 2010 STIP FUND ESTIMATE

## Table 3 - Planning, Programming and Monitoring Limitations

(\$1,000's)

County	2008 STIP 12/13	2010 STIP 12/13 - 14/15	Total 12/13 - 14/15	PPM Limitation 12/13 - 14/15
Alameda	43,877	2,335	46,212	2,311
Alpine/Amador/Calaveras	7,412	395	7,807	390
Butte	8,400	446	8,846	442
Colusa	2,207	118	2,325	116
Contra Costa	28,427	1,513	29,940	1,497
Del Norte	2,125	113	2,238	112
El Dorado LTC	5,368	286	5,654	283
Fresno	30,409	1,614	32,023	1,601
Glenn	2,356	125	2,481	124
Humboldt	8,493	452	8,945	447
Imperial	14,207	768	14,975	749
Inyo	11,505	616	12,121	606
Kern	39,831	2,128	41,959	2,098
Kings	5,943	318	6,261	313
Lake	3,657	193	3,850	193
Lassen	5,384	287	5,671	284
Los Angeles	268,621	14,287	282,908	14,145
Madera	5,386	287	5,673	284
Marin	8,309	442	8,751	438
Mariposa	2,193	117	2,310	116
Mendocino	7,997	426	8,423	421
Merced	9,677	515	10,192	510
Modoc	2,859	152	3,011	151
Mono	8,526	458	8,984	449
Monterey	15,563	829	16,392	820
Napa	5,154	274	5,428	271
Nevada	4,545	239	4,784	239
Orange	81,023	4,317	85,340	4,267
Placer TPA	8,539	455	8,994	450
Plumas	3,250	173	3,423	171
Riverside	58,047	3,059	61,106	3,055
Sacramento	37,682	2,006	39,688	1,984
San Benito	2,818	150	2,968	148
San Bernardino	75,436	4,011	79,447	3,972
San Diego	88,798	4,731	93,529	4,676
San Francisco	22,448	1,194	23,642	1,182
San Joaquin	19,724	1,051	20,775	1,039
San Luis Obispo	15,852	849	16,701	835
San Mateo	23,296	1,244	24,540	1,227
Santa Barbara	18,037	967	19,004	950
Santa Clara	51,388	2,736	54,124	2,706
Santa Cruz	8,954	482	9,436	472
Shasta	9,193	489	9,682	484
Sierra	1,525	81	1,606	80
Siskiyou	6,349	338	6,687	334
Solano	13,454	716	14,170	709
Sonoma	16,387	885	17,272	864
Stanislaus	15,283	814	16,097	805
Sutter	3,451	184	3,635	182
Tahoe RPA	2,255	118	2,373	119
Tehama	4,626	246	4,872	244
Trinity	3,300	176	3,476	174
Tulare	18,693	998	19,691	985
Tuolumne	3,736	199	3,935	197
Ventura	26,543	1,418	27,961	1,398
Yolo	7,373	384	7,757	388
Yuba	2,641	141	2,782	139
Statewide	1,208,532	64,345	1,272,877	63,644

Note: Limitation amounts include amounts already programmed.